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Hongkong, May 1, 1907. 793

THE FOREIGN TRADE OF
CHINA.

The latest report on the foreign trade of China issued by the I.M.C. states that the hope of a revival of foreign trade, which seemed to be justified on a review of the conditions prevailing in the beginning of 1908, was not realized. Depression reigned almost universally from the beginning of the year to its close. The continuous fall in the value of silver was discouraging to the import trade in general, and, in the already languid state of the market, it played an important part in the history of an unprofitable year.

There is no doubt that in the next few years China will make strides towards the position of an industrial nation, for which she is destined by virtue of her natural resources and the character of her people, and to this end education as well as official encouragement should be directed. Too much is heard of adulteration, of watered cotton, slaty coal, and dirty wheat; and the splendid tea and silk trades are being endangered by the retention of primitive methods of production in the face of a formidable foreign competition.

The direct foreign trade during the year gives a net value of Pk. Tls. \$1,165,881, as compared with Pk. Tls. 690,792,068 in 1907; and it consists of imports to the value of Pk. Tls. 394,505,478 and exports to the value of Pk. Tls. 276,680,403, compared with Pk. Tls. 416,401,389 and Pk. Tls. 384,380,697 respectively in 1907.

The decrease in the value of imports is about Pk. Tls. 22,000,000, but owing to a general rise in silver values resulting from the lower exchange, the real decrease in the volume of imports is much greater than the difference of value would indicate.

Entries and clearances totalled 207,608—steamers, sailing vessels, and junks,—and the falling off, as compared with the figures for 1907, of 10,327, was due to the smaller number of junks recorded at Mengtze, Kowloon, and Shanghai. The total tonnage—83,991,289 tons—was, nevertheless, once more the largest on record, showing an increase of 3,881,265 tons. At Dairen there was an addition of 1,380,010 tons, and at the Yangtze ports an addition of 2,787,000 tons. Tonnage under the British flag increased by 1,069,000, and, with a total of 34,405,701 tons, was 41 per cent. of the whole; while the Japanese flag, with a total of 18,058,138, or 21.5 per cent. of the whole, shows a gain of 2,458,925 tons, of which 1,133,000 tons were added at Dairen. French shipping increased by 363,000 tons, principally at Yangtze ports, showing a total of 5,071,789 tons; and under the Chinese flag 400,000 tons were gained by steamers, while junks lost 140,000 tons.

In China, as elsewhere, there has been an over supply of tonnage, resulting from the excessive shipbuilding of recent years, and freights have been low.

Taking the Chinese ports by themselves and treating Hongkong as a foreign port there appears a total exodus of 23 million tons—11½ million in gold and 12½ million in silver.

Regarding the export of precious metals, there was a net export from the commercial area of Pk. Tls. 12,614,435, and this export was of gold, there being a gain of Pk. Tls. 1,129,792 of silver. Pk. Tls. 11,249,000 in gold, went to Europe from Chinese ports, mainly from Shanghai, Pk. Tls. 2,310,000 to India from Hongkong, and Pk. Tls. 1,130,000 to Siam from Hongkong; while Chinese ports received Pk. Tls. 367,701 in gold from Japan, and Hongkong Pk. Tls. 1,408,544 from San Francisco. Of silver, Chinese ports gained over 2 million tons from Europe and over 2½ million tons from America; but lost over 2½ million to Japan, Korea, Siam, the Straits, and India; while Hongkong gained 4½ million from Australia, losing 4½ million to the Straits, 2½ million to India, and 1 million to Indo-China.

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Hongkong, April 14, 1908. 814

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Hongkong, January 9, 1909. 1118

THE CHINA LIGHT AND POWER
COMPANY, LTD.

THE EIGHTH ORDINARY ANNUAL
MEETING OF SHAREHOLDERS
of the Company will be held at the Com-
pany's Office, 25, GOSWELL BUILDING,
No. 6, Connaught Road, CENTRAL,
HONGKONG, on SATURDAY, 11th September, 1909, at
10.30 a.m. for the purpose of receiving the
Report of the Directors for the year ending
31st July, 1909, and electing a Committee
of Auditors.

THE TRANSFER BOOKS of the Com-
pany will be CLOSED on FRIDAY, 10th
and SATURDAY, 11th September, 1909.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, August 27, 1909. 1108

HONGKONG HOTEL COMPANY,
LIMITED.

THE ORDINARY HALF-YEARLY
MEETING of Shareholders will be
held at the Company's Hotel, on SATUR-
DAY, the 11th September, 1909, at 3 p.m.,
for the purpose of receiving the Report of
the Directors for the year ending 30th June,
1909, with the Report of the Directors,
and to discuss any matter that may be
competently brought before the Meeting.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 11th to the
15th September, both days inclusive.
By Order of the Board,
C. MOONEY,
Secretary.
Hongkong, September 2, 1909. 1110

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE ORDINARY GENERAL MEET-
ING of the Shareholders in the above
Company will be held at the Company's
Office, on SATURDAY, the 25th Septem-
ber, at Noon, for the purpose of receiving
the Report of the Directors for the year
ending 31st March, 1909, and electing a
Committee of Auditors.

THE TRANSFER BOOKS of the Com-
pany will be CLOSED from the 15th to the
19th September, both days inclusive.
DOUGLAS, LAURENCE & Co.,
General Managers.
Hongkong, September 9, 1909. 1149

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DESCENDING INTO
THE VOLCANO.

Ninety Feet Within the Jaws
of Hell.

Some time during August Professor Jay
G. Rogers, of Chicago University, started
the foreign residents of Karuizawa by an-
nouncing his intention of being lowered
into the crater of Mount Asama, an active
volcano situated in the centre of the main
island of Japan. His reasons were two-
fold, physiological and geological. The
worthy professor has furnished the Ko-
kumin Shimbu with a long account of
the proceedings, from which we extract the
following:

The outfit by which the descent was made
consisted of one frame, a ladder-like
structure, fifteen feet long, with a roller
at one end over which the rope attached to
my body passed. This frame could be
extended over the crater's mouth sufficient-
ly to free the rope from all entanglements
with the rocks, at the same time it gave
sufficient leverage for the men in charge
of the frame to handle a weight ten times
that of my body. Then twelve sturdy
level-headed men were selected, four to
take charge of the frame, four to handle
the rope by which I was let down, and four
to cast into the crater projectiles at a given
signal. A thirteenth was to be a signal
man. A thermometer and barometer, a
coil of wire to test the point of fusing, a
gas tester, and a flask saturated with
dilute ammonia to apply to the mouth and
nose if suddenly exposed to sulphurous
fumes, were part of the precautions against
accident and for the purpose of investiga-
tion.

We cannot say the Professor, give
the scientific results of the descent at
this time; suffice it to say that the
experiment proved satisfactory and suc-
cessful far beyond our highest expecta-
tions. In addition to what we had
expected we were favoured with four grand
explosions while on the rim of the crater.
Had the crater been filled with lava and
flowed down the side of the mountain it
would not have been an exhibition
equal to what we saw. On four
different occasions while there a shower
of red-hot stones was shot up. In
three cases these rose more than one
hundred feet above the crater's mouth, and
flew over our heads into the mountain side.
On two occasions a section of the outer rim
of the crater nearly forty rods in length
was covered with red-hot stones in size
anywhere from a marble to a man's head.
One of our party was struck by a small
stone but owing to the protection of a stiff
heavy hat was not injured. We all dodged
large stones as they fell. A red-hot stone
of the size of a man's head fell within three
feet of a lady in the party. The ascent of
the mountain was made in the daytime of
August 23; instead of in the night as is
usual with most who climb Asama. The
original intention was to have gone into the
crater at several points over a short dis-
tance, thus making preliminary explorations
before sunset. But owing to the leisurely
manner in which the coolies came up with
the tackle and frame this was not accom-
plished. About 7 p.m. while lunching
near to the place chosen for the descent,
which was to have taken place about 8
p.m., I was interrupted by the first explo-
sion, which occurred at 7.40 p.m. After
this the verdict of all the party save one was
that the descent should not be made because
of the danger consequent upon the unusual
activity of the volcano. As one eruption
after another occurred until 5 a.m. of
Sept. 24th, when the severest of all the
explosions took place, our exploring party
was pretty thoroughly scattered. If I save
one seemed to have reached the conclusion
that the descent would not be made. One
hour later at 6 a.m. the descent and safe
exit was accomplished.

The scientific phenomena which came to
my attention in this feat of exploration are
most interesting. As I have said a lava
flow would not have suggested them or
their explanation. The seismic phenom-
ena were a surprise to me and have suggested
many new questions.

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FOR the English Department of the
ELITE, KADOOBIE, Hongkong
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Hongkong, September 9, 1909. 1143

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Hongkong, September 8, 1909. 1134

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SILKS, Cottons, Woollens, Quilts and
Blankets and Articles of Every
Possible Description, can be sold for
ONE PRICE ONLY.

CHARGES MODERATE and to suit all.
Nos. 125 & 124, Queen's Road,
HONGKONG.

WANTED.
A NEW FIRM.

THE CHUNG KWOK COMPANY
EXPORTERS AND IMPORTERS,
UNIVERSAL PROVIDERS OF
DEALERS

SILKS, Cottons, Woollens, Quilts and
Blankets and Articles of Every
Possible Description, can be sold for
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Blankets and Articles of Every
Possible Description, can be sold for
ONE PRICE ONLY.

CHARGES MODERATE and to suit all.
Nos. 125 & 124, Queen's Road,
HONGKONG.

Intimations.

The genuine
mineral
water of
VICHY
BE CAREFUL TO NAME WHICH SPRING

VICHY CELESTINS
VICHY GRANDE-GRILLE
VICHY HOPITAL

LOZENGES - SALTS - COMPRIMES VICHY-ETAT

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Intimations.

TO LET.

SHOP, No. 14, QUEEN'S ROAD
CENTRAL, and EASTERN
APPLY TO
HONGKONG, August 1, 1909. 1112

TO LET.

GODOWN No. 11, DUNDRELL
STREET.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, September 1, 1909. 1113

TO LET.

ROOMS on 1st Floor HOTEL MAN-
SIONS, from 1st October next.
Apply to
JOHN D. HUMPHREYS & SON,
Alexandra Building,
Hongkong, September 4, 1909. 1114

TO LET.

OFFICES in YORK BUILDING, First
Floor, now occupied by Togo Kien
Kishida.
Apply to
KELLY & WALSH, LD.,
Hongkong, September 4, 1909. 1115

TO LET.

No. 1, CANTON VILLAS, Kowloon.
Apply
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, August 3, 1909. 1116

TO LET.

NOS. 1 & 3, MORRISON HILL,
Offices at No. 2, PEDDER STREET.
Apply
Messrs JARDINE, MATHESON &
Co., Ltd.
Hongkong, May 12, 1909. 1117

TO LET.

GODOWNS Nos. 25, 26 & 27, PRATA
ROAD.
Apply to
CHATER & MODY.
Hongkong, October 17, 1908. 1118

TO LET.

BUXBY LODGE, CAINE ROAD,
suitable for a Boarding House, School,
College, or Family Residence, recently
painted and renovated throughout. Im-
mediate possession.
Apply to
CHATER & MODY.
Hongkong, May 14, 1909. 1119

TO LET.

FIVE-ROOMED HOUSES, at Kowloon,
New and Commodious SHOPS, NATHAN
ROAD, Kowloon, immediate possession.
Apply to
HUMPHREYS, ESTATE & FINANCE
CO., Ltd.
Hongkong, March 23, 1909. 1120

TO LET.

No. 1, GARDEN ROAD, Kowloon.
Eight-Roomed House, and Tennis
Court.
Apply to
H. M. H. NEMAZEE,
9, Field's Hill.
Hongkong, August 14, 1908. 1121

TO LET.

GODOWNS Nos. 7 & 8 and 10, and the
Top Floor of No. 9 (Lang Tin's) Lang
Godowns East Point.
Immediate Possession. Rent excep-
tionally moderate.
Apply to
KAM FOOK,
No. 107, WATSON'S STREET,
(behind the Flag Hotel) or Manager of
No. 9, Godowns (on the Spot).
Hongkong, May 24, 1909. 1122

TO LET.

KING'S BUILDINGS.
OFFICES facing the Harbour; from
about October. At present in occu-
pation of Messrs. Jardine, Matheson &
Co., Ltd.
Apply
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, September 1, 1909. 1123

TO LET.

OFFICES in YORK BUILDING,
GODOWNS in PRATA ROAD, Side Build-
ings, and No. 11a, Des Voeux Road next
to the Hongkong Hotel.
Apply to
Messrs. JARDINE, MATHESON &
Co., Ltd.
Hongkong, September 1, 1909. 1124

TO LET.

A House in HUPON TERRACE,
A House in WONG-NEE GARDEN ROAD,
No. 2, CLIFTON GARDENS, Conduit
Road.
Offices to let No. 2, CONNAUGHT
ROAD, 3rd Floor.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, September 1, 1909. 1125

TO LET.

THE EYRIE, No. 15, Peak, six Rooms,
Tennis Court and very large garden.
BEAUFIELD, ARCADE, 3 Rooms
on 1st Floor, well suited for Offices.
GODOWNS in PRATA ROAD, 3 Rooms
on 1st Floor, well suited for Offices.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, September 1, 1909. 1126

TO LET.

SWATOW KIA LAK FACTORY,
MANUFACTURING WOODEN & RETAIL
OF ALL KINDS OF
Hand-made, Drawn Work,
Embroidery, Chinese Laces, Grass
Cloth, Paper Wares, etc.
Apply to
VICKERS & CO.,
HONGKONG.
Hongkong, August 1, 1909. 1127

TO LET.

POWELL'S

are displaying in their Show-rooms, a choice selection of this seasons

CRETONNES

which, for daintiness and pleasing effect, are

UNSURPASSED.

FIRST FLOOR.

ALEXANDRA.

BUILDINGS.



A. S. WATSON & Co. Ltd.

ESTABLISHED A.D. 1841.

TOBACCONISTS & CIGAR MERCHANTS.

Smokers'

Requisites.

We have just received a large and entirely new assortment of smokers requisites, from the celebrated B B Factory, including briar, meerschaum and calabash pipes, with and without cases. Qualities ranging from the cheaper kinds to the most luxurious. Also meerschaum and amber, and all other Cigar and Cigarette Holders, etc., etc.

We specially recommend the new 'Clebo' pipe which embodies the latest contrivances calculated to afford a cool and dry smoke.

CIGARS de Luxe

Highly recommended.

LOREAS in boxes of 25...\$11 per 100.
GRAND ROYAL—EL TAMARINDO in boxes of 50...\$8 per 100.

A. S. WATSON & CO. LIMITED.

ALEXANDRA BUILDINGS AND KOWLOON DISPENSARY.

VICTORIA CINEMATOPH.

PREMIER HALL OF HONGKONG.
DE VUE ROAD CENTRAL.

TO-NIGHT, FRIDAY, 10th.
Grand Benefit Performance of
PHILIP SISTERS.

GOOD FUTURE.

MADAME HARRISON.

MISS BESSIE YOUNG.

TO-MORROW MATINEE. At 2.30.
Hongkong, March 6, 1909.

To Keep in Touch With Home.

BUY A VICTOR TALKING MACHINE.

A STOCK OF OVER
200 MACHINES
AND
10,000 RECORDS

TO SELECT FROM.

EASY PAYMENTS
CAN BE ARRANGED.

S. MOUTRIE & CO., LD.

Hongkong, April 16, 1907.

BUSINESS NOTICE.

RATES OF SUBSCRIPTION.

(Payable in advance).

CHINA MAIL (daily) \$4.00 per month including postage, \$3.50 per month.
OVERLAND CHINA MAIL (weekly) \$15.00 per year; including postage, \$17.00 per year.

Free delivery to all addresses accessible by messenger, including all Peak, Kowloon and Quarry Bay residences.
Single copies, daily, ten cents; Weekly, thirty cents; for cash.

Telegraphic Address, "Mail," Hongkong, Code, A. B. C., 8th edition.
TELEPHONE No. 22.

CHINA MAIL, LIMITED.

MEMOS FOR TO-MORROW.

Meeting.

Noon—Meeting of China Light & Power Co., Ltd., at Co.'s Office.
3 p.m.—Meeting of Hongkong Hotel Co., Ltd., at Co.'s Office.

Amusements.

9 p.m.—Performance of the Port and Starboard Lights Farce Party presented by Kowloon Bowling Green Club, on the Green, Kowloon.

General Memoranda.

MONDAY, September 13—
2.15 p.m.—Meeting of His Majesty's Justice of the Peace at the Magistracy.
Transfer Books of Great Island Cement Co., Ltd., close from this date to 25th inst., inclusive.

TUESDAY, September 14—
9 a.m.—Military Gun Practice.
5.30 p.m.—Meeting of Hongkong Cricket League at Hongkong Cricket Club.

WEDNESDAY, September 15—
Transfer Books of Douglas Steamship Co., Ltd., close from this date to 25th inst., inclusive.

THURSDAY, September 16—
5.30 p.m.—Harbour Race for cups presented by the proprietors of the China Mail, Ltd.

9.15 p.m.—Promenade Concert of Hongkong Cricket Club in the Grounds of the Club.
Transfer Books of Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd., close from this date to 25th inst., inclusive.

FRIDAY, September 17—
5.30 p.m.—Meeting of Hongkong St. Andrew's Society at City Hall.

SATURDAY, September 18—
11.30 a.m.—Meeting of Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd., at Messrs Jardine, Matheson & Co.'s Office.
Noon—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

SUNDAY, September 19—
2.30 p.m.—Auction of Valuable Leasehold Land at Shamien, Canton.

The China Mail.

HONGKONG, FRIDAY, SEPT. 10, 1909.

SOME PROBLEMS OF WESTERN CHINA.

MAJOR H. R. DAVIES, 62nd Oxfordshire Light Infantry, in his recently published book, "Yunnan, the link between India and the Yangtze," throws a certain amount of dry light upon some of the many problems connected with one of the great trade routes of China, and puts forth a scheme which will undoubtedly come up for at least a partial solution before many decades are sped. Some day, no doubt, the iron horse will run through China from Burma to Shanghai—the Yunnan railway or another—and the Westminster Gazette asks if Britishers are content to leave the trade of Western China to the enterprise of France from Tonkin? The great province of Yunnan, some 150,000 miles square, with about 10,000,000 inhabitants, stretches for 300 miles along the Burmese frontier, and beyond Yunnan lies Szechuan, the largest and richest province of the

Chinese Empire, and beyond Szechuan lies the whole of Eastern China, the greatest trading area of the world. It is enough, as one reviewer writing at his ease in London remarks, to make the commercial possibilities vast. But that is about as far as it will go at present.

How to increase the trade of land-locked Yunnan and the regions lying beyond with the Burmese ports and prevent it from being deflected through Tonkin has attracted the absorbed attention of many travellers and writers. Major DAVIES, like Colonel LORDE RONALDS and others who have studied the problem and traversed the country, has of course a plan to propose, but he spoils his chances by being so very careless with his figures. For instance, there is no doubt that he is quite correct in his statement that Tonkin is never less than 200 miles from the capital of the province, yet seven pages before he makes this assertion he prints the information that the distance from Kunlong is exactly the same as from Haiphong—namely, 535 miles. Again, speaking of the line now built from Haiphong, the seaport of Tonkin, up the Red River valley to Loakai, on the frontier of Yunnan, a distance of 248 miles, he says that the line is now being carried to Yunnan-fu, a distance which he places at 240 miles on page 3 of his book, but at 237 on page 331. Now which of these figures does he wish us to take as correct? It is a trivial matter, perhaps, but one that irritates the conscientious reader, making him look askance at other statements as they are advanced in support of the argument.

English proposals for the peaceful penetration of China from Burma have varied considerably since 1881, when Captain SWIRE started the idea of opening up a trade route. We all know Mr. A. R. COLQUHOUN's proposals and how neither the Indian nor the Colonial office could entertain them owing to the enormous cost, the extreme difficulty of the country to be pierced, and the very problematical returns that were considered at all possible by practical men. Major DAVIES, who has travelled far and wide in these parts, and who commanded the Yunnan Company's first expedition of reconnaissance (1898-99), now unfolds a complete and a partial scheme. From Kunlong to the Yangtze is 1,000 miles; and "the greater part of the line would traverse exceedingly difficult country, necessitating in places a grade as steep as 1 in 25, and possibly a few short lengths of rack" while a metre-gauge line would cost some fifteen or twenty millions sterling, and would require at least ten years in construction. These figures must assuredly have a deterrent aspect. Major DAVIES, recognising this, suggests "that for the present the Burma Railway should be extended from Lashio to Kunlong, and the Yunnan Railway constructed from Kunlong to Yun Chou (145 miles), at a cost of a million and a half or two millions. Having thus made provision for keeping and extending the Western trade of China with Burma, and "given an earnest of our intention to connect Burma with Yunnan-fu, we should be in a position to enter into negotiations with the French for a joint construction of that part of the line which would join Yunnan-fu to the Yangtze." Granted; but there still remains the question what the Chinese may do; and the Chinese have been making up recently in this matter of railway building. We on the spot know how keen is the feeling at present among the Chinese not to allow any more foreign control of railway projects than can possibly be avoided, and if possible after the present lines now in course of construction are finished, the Chinese will insist on doing the rest themselves. As foreign onlookers we are constrained to say that in so doing China is making a very big blunder which she will bitterly regret at some time. But that is neither here nor there for the present. Major DAVIES' idea, most people who have studied the subject, as we have, is of course, that China's present lack of railway building will lead to

considerable delay in the opening up of the country by railways and in this he will find more people to agree with him. For ourselves we think that Great Britain, deterred by the bitter experience gained by France in connection with the building of the Yunnan railway, will hesitate a long time before trying to link up her Indian and Burmese railway systems with that of China. The day may arrive when it will be imperatively necessary to do so, but from present indications it would seem that that date is still very much afar off. As it is, French Colonial newspapers are insistent in their declarations that it is the British and not the French who are deriving the most benefit from the Yunnan railway, and though their assertions seem difficult to prove, there is evidently some fairly substantial grounds for their belief. Meanwhile the question of Great Britain tapping the resources of Yunnan by her own railway remains very much where it did when Colonel SWIRE first advocated his ambitious schemes.

MESSRS COTTAM & CO., LTD.

We are sorry to have been the all unwitting means of causing pain, distress and annoyance through the publication of the other evening of a speech delivered at a meeting convened by the liquidator of Messrs Cottam & Co., Ltd. We are assured that the imputations and grievances alluded to by Mr. Pettie were all duly enquired into during certain proceedings in chambers, and we may be sure that if grounds had been shown for public action against either promoters or directors such proceedings would have been ordered by His Honour the Chief Justice. Mr. Pettie's remarks also had no reference to the late manager of the Company, Mr. J. Beuzville, who also acted as liquidator of the company, and we gladly make the announcement as people unaware of the inner history of the Company might have been misled on reading the speech. Had we also been more fully cognizant of the Company's affairs we should certainly not have published the speech in question, for we are satisfied that no suggestions of dishonesty could be laid against the promoters or directors of the unfortunate concern.

THE LEGISLATIVE COUNCIL.

The meeting of the Legislative Council called for 2.30 o'clock this afternoon did not commence until 3.45.

SOCIAL AND PERSONAL.

Mr. R. Scott Orr Stewart, a junior officer on the P. and O. steamer *Palmo*, died as the vessel was proceeding up the river to Shanghai last Thursday.

His Excellency the Governor has issued invitations for an "At Home" at Mount Lodge on Wednesday afternoon next. Tennis and croquet.

Mrs. Cornwell, wife of the Rev. Geo. Cornwell, whose death from cholera at Cebu we recorded recently, has since died from the disease. A family of six young children have thus been suddenly bereft of both parents.

Mr. Robert Womach, the discoverer of the celebrated Cripple Creek goldfield, has just died at Colorado Springs in a state of almost absolute poverty. Womach sold his claim for \$100, and it subsequently produced gold worth \$26,000,000.

Mr. Ramsford H. Miller, Japanese Secretary to the United States Embassy in Tokyo, after spending eighteen years in Japan has been transferred to Washington and appointed chief of the Far East Division of the State Department.

Bishop Jorge Barrios Imperial, the first Filipino elevated to the episcopal bench since the American occupation, has died at Rome. He was Bishop of Nueva Caceres, was born in 1860, received first orders in 1879 and was ordained in 1874.

CLAIM FOR MONEY LENT.

The case in which Oyager Shing and A. Souza to recover \$110 was mentioned before Mr. Justice Gompertz at the Supreme Court to-day.

Defendant said he had signed promissory notes for \$50 and \$60.

His Lordship—Have you paid interest—\$5 and \$4 a month?

His Lordship—Allegedly \$71—Yes.

The case was fixed for Tuesday.

HOW TO PREVENT BLOOD POISON.

CHLAMYDIA and syphilis are the chief causes of blood poisoning. A person infected by these diseases should have immediate attention. A good medicine is one that not only gives prompt relief from pain, but being antiseptic, keeps the wound without contamination. Chamberlain's Salve is what you need. It is applied all day long, keeps the blood pure, and prevents the disease from spreading. For sale by all chemists and druggists.

THE TYPHOON.

At an early hour this morning it was plainly apparent to the officials at the Observatory that the typhoon was passing well clear of Hongkong and at 9 o'clock the warning signals were accordingly lowered. By noon it was known that the area of disturbance had moved into the vicinity of Hainan Straits, so all Hongkong received from the dreaded visitor was a little much needed rain. But though the Colony has missed one typhoon, mariners are by no means clear of their troubles. The Observatory report speaks of another depression which is probably moving N.W. This may develop into a typhoon with a fairly wide radius and though it may not trouble Hongkong seriously it will make its presence felt very appreciably by vessels coming down from Japan.

NEWS OF THE DAY.

H. M. S. Thistle and the King Alfred are both entering the Mitsui Bishi dockyard at Nagasaki for repairs. A correspondent asks why the British Admiralty cannot place such work in the hands of British companies? Considering the deplorable slowness of trade in Hongkong the query is very pertinent.

Messrs Samuel Samuel & Co., of Yokohama, have converted themselves, under the Company laws of Hongkong, into a limited liability concern with a capital of one and a half million yen. Mr. E. C. Davis will be the managing director. The firm's branches are located in Yokohama (principal), Kobe, Osaka, Shimoda, Taipei, Tamsui and Yoko.

Mr. Lloyd George, Chancellor of the Exchequer, has introduced in the House of Commons the Development Fund Bill. The object of this bill is to enable the Treasury to make free grants for the purpose of developing forestry, agriculture, rural industries, the development of harbours and canals, improvement of fisheries and construction of new roads, primarily confined to motor traffic.

The National Committee to Promote the Break-up of the Four Laws, which came into existence at the beginning of May last, has now a membership of over 3,000, and branches have been formed in Scotland, Liverpool, and various large centres. The objects of the committee are the administration of the existing Poor Law on the lines laid down in the Minority Report of the Poor Law Commission. A vigorous campaign is being organised for the coming autumn.

A telegram from Rome states that the Maltese movement in Yemen has become purely revolutionary. Several detachments of Ottoman troops have been annihilated, and the Revolutionaries are marching on Meccah. The local Governor has demanded reinforcements from Constantinople and may suggest to the Grand Vizier to ask the assistance of British and Italian warships in the Red Sea. The cruiser *Volpuro* has left Aden for Hodeida to protect Italian interests.

The Acting Governor-General of the Philippines, Mr. Cameron Forbes, takes upon himself the full responsibility of deporting the twelve Chinese from Manila, which case aroused a good deal of discussion. Mr. Forbes says, "I can only hope that conditions will not make it necessary to take any such action at any future time." Most of the deportees are still in Amoy and their wives and children have been told that they are at liberty to join them.

The Editor of a Chinese paper in Japan and five other Chinese residents in Japan have arrived in Shanghai in order to advocate a boycott of Japanese goods. They have, says the *Shanghai Mercury*, paid visits to Chinese newspaper offices and Chinese Chambers of Commerce as well as the Shanghai Taikoo. The local Chinese Chamber of Commerce is quite determined not to have a boycott here. Our contemporary understands that the Waiwupai has sent telegrams to Viceroy and Governor that the negotiations between China and Japan are progressing favourably and it is expected that the questions will be solved satisfactorily to both Powers and the local provincial authorities should instruct people to keep calm and not attempt to boycott Japanese goods.

Owing to the strong spring tide, the Chinese Commercial S. N. Co.'s steamer *Hing Shan* was swept on to H.M.S. Clio, as she lay at the senior naval buoy at Shanghai on Sept. 2nd. The jibboom of the Clio was carried away as well as some other parts of her head gear, while the bridge of the *Hing Shan* was badly damaged, stanchions and other iron work being carried away. After a few minutes the two vessels got clear and the *Hing Shan* getting astern of the Clio anchored in order to ascertain the amount of damage done on both vessels, after which she proceeded to her berth up the river near the Native City. An exactly similar mishap happened to the steamer *Huangping* which drifted down on H.M.S. *Furia* last year, and was sunk on the Foochow shore. It is fortunate that the Clio has no run as the *Furia* had advanced the *Hing Shan* would probably have been sent in two.

CHRONIC DIARRHOEA.

MALE patients who are afflicted with chronic diarrhoea, have obtained prompt relief by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Some of the best cases of this disease have been permanently cured by this remedy. It is a powerful antiseptic and keeps the blood pure, and prevents the disease from spreading. For sale by all chemists and druggists.

AUSTRIAN MANOEUVRES.

His Majesty the Kaiser is attending the Austrian manoeuvres in Moravia. He is the guest of the Emperor Franz Joseph.

THE BUDGET.

LOD ROSEBERY MAY MOVE ITS REJECTION.

(Reuter's Service to the China Mail.)
London, Sept. 9.

The London Standard states that Lord Rosebery will move the rejection of the Budget in the House of Lords.

London, Sept. 10.

It is officially explained that the schedule outlining the maximum Port of London dues is simply a draft and does not represent a definite decision as to the charges.

TURCO-JAPANESE NEGOTIATIONS.

(Reuter's Service to the China Mail.)
London, Sept. 9.

The Daily Telegraph's Constantinople correspondent states that the establishment of diplomatic relations between Turkey and Japan have been concluded, and that Japan has waived her demand that the Capitulations be extended to include Japanese subjects.

THE RUSSIAN NAVY.

FOUR MORE DREADNOUGHTS.

(Reuter's Service to the China Mail.)
London, Sept. 10.

The Russian Admiralty is preparing a further shipbuilding programme which provides for four more Dreadnoughts in addition to those already laid down.

THE INDIAN ARMY.

LOD KITCHENER'S EULOGY.

(Reuter's Service to the China Mail.)
London, Sept. 10.

Lord Kitchener, in a farewell order to the Indian Army, praises its excellent work and emphasises the point that the Army is unaffected by the attempts which have been made to undermine the loyalty of the native soldiers.

C.Y.C. WATER CARNIVAL.

A water carnival under the auspices of the Hongkong Corinthian Yacht Club is to be held to-morrow, commencing at 4 p.m. In each event there is a large number of entries and keen sport is anticipated. Machado's band will be in attendance and at the conclusion of the sports Mrs. Francis Clark has kindly consented to present the prizes to the successful competitors.

The Maharajah Parbatsingh, writing to *The Times*, strongly reprobates the murder of Sir William Curzon Wyllie, which, he says, is absolutely in conflict with the tenets of the Hindu religion. He says that the great mass of Hindus never associate with the Anarchist propaganda which has fastened upon the morbid imaginations of a few individuals. Providence has placed India under the benign protection and government of the British throne, which has saved it from the internecine struggles of races before the British. Indians must, therefore, co-operate with the British for the regeneration of the country, approaching them in a reasonable spirit by constitutional means for redress of grievances.

"The Indian spirit of loyalty," he adds, "is opposed to the nefarious doctrine of anarchism, and the Princes of India do not sympathise with the doings of anarchists." A promissory note.

THE REV. H. O. SPINK.

New Incumbent of St. Andrew's.

By the P. and O. steamer *Somali*, on the 22nd inst, the Rev. H. O. Spink, the new incumbent of St. Andrew's, Kowloon, will arrive to take up his duties. The rev. gentleman is accompanied by his sister and a welcome is to be extended to them in the form of a conversation. Friends and members will no doubt assemble in large numbers to extend a hearty welcome to the Rev. H. O. and Miss Spink.

ITEMS AT THE COURTS.

S. A. Marston and Leo Wilson, before Mr. Justice Gompertz, at the Supreme Court, to-day, to recover \$14, the price of a cycle. Judgment was given for plaintiff.

Mr. Justice Gompertz, at the Supreme Court, this morning, gave judgment for Prem Singh, for \$15 a month, against N. A. Beltram, the claim being for \$140 money lent.

Leung Chung Lai obtained judgment, before Mr. Justice Gompertz, at the Supreme Court this morning, against J. V. Dodd for \$200, being money due under a promissory note.

FAMED FOR OVER 50 YEARS.

50 years

CAMBUS WHISKY

An Ideal Beverage.

Soft and delicate.

Highly approved by the Medical Profession.

THE DISTILLERS COMPANY, LTD.

SOLE AGENTS FOR HONGKONG.

H. PRICE & CO., 12 QUEEN'S ROAD.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

With despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	To Sail on	REMARKS
SHANGHAI	DELTA	About 18th	Freight and Passengers
LONDON, via UNAL FORM	ASSAYE	18th	See Special
SHANGHAI, MOJI, KOBE AND YOKOHAMA	FRESHWATER	About 18th	Freight only
SEKONDO & ANTWERP	BORNEO	About 22nd	Freight and Passengers

P. & O. S. N. Co.'s Office.

R. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

EMERALD LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration.)

From Hongkong: MONTAGUE, SATURDAY, Sept. 12th.

From Quebec: EMPRESS OF IRELAND, FRIDAY, Oct. 22.

From Hongkong: EMPRESS OF INDIA, SATURDAY, Sept. 26th.

From Quebec: EMPRESS OF JAPAN, SATURDAY, Oct. 17th.

From Hongkong: EMPRESS OF CHINA, SATURDAY, Nov. 13th.

From Quebec: EMPRESS OF BRITAIN, FRIDAY, Dec. 3.

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail-Express as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empress' steamers on the Pacific and on the Atlantic are equipped with the latest wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest en route.

R.M.S. 'MONTAGUE' carries only 'One Class' of Saloon Passengers (termed 'Intermediate'), the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For SHANGHAI, KOBE AND YOKOHAMA: OCEANIC, SAILER, (Sept. 13, p.m.)

For MARSEILLES, via PORT: AUSTRALIAN, RIVER, (Sept. 14, at 1 p.m.)

For SHANGHAI, KOBE AND YOKOHAMA: SYDNEY, X, (Sept. 27, p.m.)

For MARSEILLES, via PORT: POLYNESIAN, BLOC, (Sept. 28, at 1 p.m.)

TRANS-SHIPING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for Ceylon, BOMBAY and ADELPHI, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via PARIS, from 27/10 up to 27/11. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPAGNE, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES VIA STRAITS AND COLOMBO.

TO HAVRE, BREMEN, AND HAMBURG, AND TO NEW YORK.

TAKING CARGO as through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's Arabian and Persian Service, to Aden, Bombay and Calcutta.

REGULAR SAILINGS FROM HONGKONG: S.S. NICOPIA, 13th Sept.

S.S. LIBERIA, 20th Sept.

S.S. BELGIUM, 27th Sept.

S.S. ALGERIA, 4th Oct.

S.S. ALGERIA, 11th Oct.

For further particulars, apply to

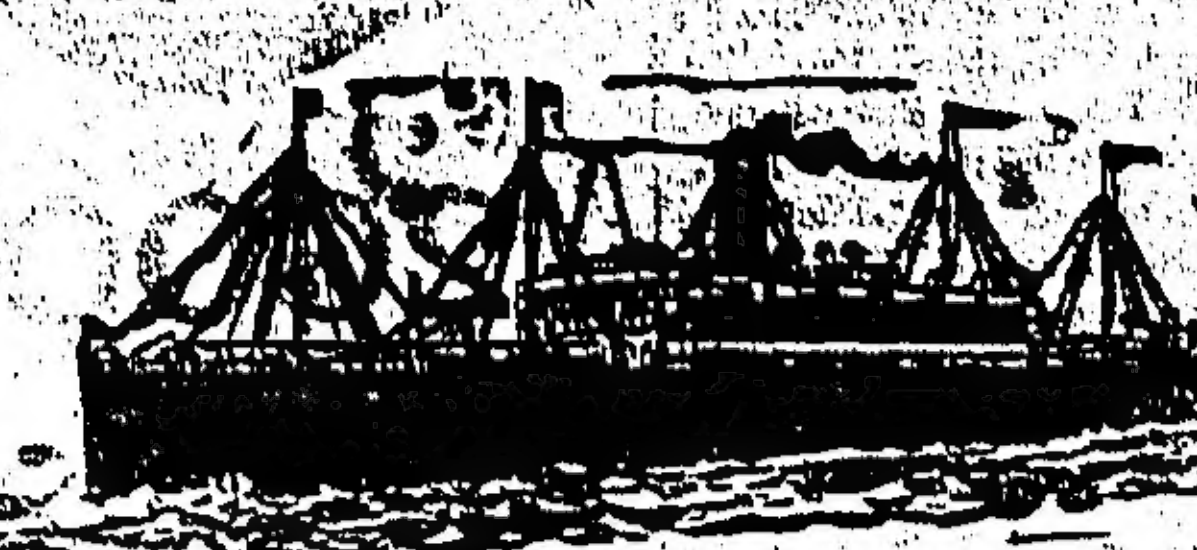
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

Shipping.

PACIFIC MAIL S.S. COMPANY.

TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via ALONGCUT, ON OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
KOREA	13,000 Tons, SATURDAY, 11th Sept., at Noon.
NIPPON MARU	11,000 Tons, SATURDAY, 25th Sept., at Noon.
SIBERIA	18,000 Tons, FRIDAY, 1st Oct., at Noon.
MANCHURIA	27,000 Tons, SATURDAY, 18th Oct., at Noon.
CHITU MARU	21,000 Tons, FRIDAY, 22nd Oct., at Noon.
MONGOLIA	27,000 Tons, SATURDAY, 13th Nov., at Noon.
TENYO MARU	31,000 Tons, FRIDAY, 19th Nov., at Noon.

* Twin Screw. * Triple Screw Steamer.

The S.S. TENYO MARU will leave for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Shimon, Yokohama and Honolulu, on SATURDAY, September 11th, at Noon.

Fares: Hongkong to London 27/10, 0. including Berth and Meals across America.

INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 9th Oct., at Noon.

Asia.....9,500 Tons, SATURDAY, 30th Oct., at Noon.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Ports...243.

Special Rates (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of this Company, Kine's Buildings (opposite Blake Pier).

S. SILVERSTONE, Agent.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	INABA MARU, Capt. R. Takeda, Tons 6500.	WEDNESDAY, 16th Sept., at Daylight.
	HITACHI MARU, Capt. N. Matheson, Tons 7000.	WEDNESDAY, 23rd Sept., at Daylight.

DESTINATIONS	STEAMERS	SAILING DATES
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU AND YOKOHAMA.	SHINANO MARU, Capt. K. Kawara, Tons 6500.	TUESDAY, 14th Sept., at 4 p.m.
	TANGO MARU, Capt. S. Ishikawa, Tons 8000.	TUESDAY, 22nd Sept., at 4 p.m.

DESTINATIONS	STEAMERS	SAILING DATES
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Capt. M. Winkler, Tons 8000.	FRIDAY, 1st Oct., at Noon.
	YAWATA MARU, Capt. T. Sekine, Tons 5000.	FRIDAY, 29th Sept., at Noon.

DESTINATIONS	STEAMERS	SAILING DATES
NAGASAKI, KOBE AND YOKOHAMA.	KUMANO MARU, Capt. M. Winkler, Tons 8000.	WEDNESDAY, 1st Oct., at Noon.
	YAWATA MARU, Capt. T. Sekine, Tons 5000.	FRIDAY, 29th Sept., at Noon.

DESTINATIONS	STEAMERS	SAILING DATES
KOBE & YOKOHAMA.	YAWATA MARU, Capt. T. Sekine, Tons 5000.	FRIDAY, 29th Sept., at 5 p.m.
	KITANO MARU, Capt. F. E. Cope, Tons 9000.	FRIDAY, 24th Sept., at 5 p.m.

DESTINATIONS	STEAMERS	SAILING DATES
BOMBAY, via SINGAPORE AND COLOMBO.	YEBOSHI MARU, Capt. R. Kori, Tons 4500.	THURSDAY, 16th Sept., at Noon.
	OKUYAMA MARU, Capt. Fred Pyne, Tons 6000.	SATURDAY, 18th Sept., at Noon.

DESTINATIONS	STEAMERS	SAILING DATES
SHANGHAI, MOJI & KOBE.	YAWATA MARU, Capt. T. Sekine, Tons 5000.	WEDNESDAY, 29th Sept., at Noon.

* Fitted with new system of wireless telegraphy.

* Omittling Keelung & Shimizu. * Cargo only.

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the Great Northern Railway and Alaskan Steamers Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 2000 Ton Passenger Steamers will be despatched from Hongkong as follows—

Atsuta Maru (Capt. Wm. Thompson) About Wed. 22nd Sept.

Miyasaki Maru (Capt. T. Mura) About Wed. 29th Oct.

Kitano Maru (Capt. F. E. Cope) About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, &c. apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO, Manager.

MIYASAKI & CO., COAL MERCHANTS.

HEAD OFFICE—HARBOUR ROAD, KOWLOON.

BRANCHES—HONGKONG, SHANGHAI, SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.

SOLE AGENTS FOR HONGKONG, SHANGHAI, SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.

THE Head and Branch Offices will receive any order for

JAPAN COALS.

Y. KIMURA, Manager, HONGKONG.

4th Floor, Kowloon Road, HONGKONG.

For further particulars, apply to

Y. KIMURA, Manager, HONGKONG.

HUSHING A BOOM.

Manned entirely by volunteers, the destroyer 'Frigate' sailed early on the morning of the 29th July at this Portmouth defense boom, sweeping through it as if the timber baulks, studded with spikes, had been so many cobwebs.

The experiment, which took place at five a.m., was designed to test the efficacy of booms against torpedo craft, and the result caused considerable surprise amongst the officials.

The destroyer had been specially strengthened for the work, and her bows were fitted with knife-like plates. As the experiment was thought to be risky, the crew was composed entirely of volunteers.

The boom was placed in a shallow creek in the upper reaches of the harbour, and at the middle a red flag marked the spot where the destroyer was to strike it. The course was kept clear by patrol boats.

Starting outside the harbour, the 'Frigate', with Lieutenant J. G. Hodgson at the wheel, started full speed for the obstacle, and at the same time a number of Government boats moved forward to render her the assistance she was expected to need after the encounter.

When the destroyer was about a hundred yards from the boom, steam was shut off, the engine-room staff scrambled to deck, and all waited, expecting to see her impaled on the spikes which studded it.

To the astonishment of all spectators and crew alike, she swept through the obstacle as if it had not been there—her speed hardly diminished, her crew standing calmly on deck. She was brought to a standstill by reversing her engines.

She seemed quite uninjured, but a close inspection showed that her bows were somewhat dented. Tugs towed her back to dock.

The boom was made of massive timber baulks, 8 ft. long, with steel spikes, connected by stout wire hangers.

Above was a steel framework, arranged so as to sweep the decks of any vessel attempting to rush it, and there were wires in the water intended to foul her propellers.

For Sale.

DERINGTON, PEAK ROAD No. 5.

For particulars apply to C. SHORUTTER, 10, QUEEN'S ROAD CENTRAL, Hongkong, June 8, 1909.

FOR SALE.

DERINGTON, PEAK ROAD No. 5.

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FOR SALE.

DERINGTON, PEAK ROAD No. 5.

Shipping.

INDO-CHINA STEAM NAVIGATION CO. LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	SAILING DATES
MANILA	YUNSHAN	SATURDAY, Sept. 11, at 6 a.m.
SHANGHAI, YOKOHAMA AND KANGAE	CHONGKANG	SUNDAY, Sept. 12, at 4 p.m.
SINGAPORE, MALAKA AND SOERABAYA	CHONGKANG	TUESDAY, Sept. 14, at 2 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMSHAN	THURSDAY, Sept. 16, at Noon.
SHANGHAI	YUNSHAN	FRIDAY, Sept. 17, at 4 p.m.
MANILA	CHONGKANG	FRIDAY, Sept. 17, at 4 p.m.
YIENTSIN, VIA WEI-HAI-WEI & CHENG-PO	CHONGKANG	FRIDAY, Sept. 17, at 4 p.m.

RETURN TOUS TO JAPAN, Occupying 24 days.

hal and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

* These vessels have all modern improvements and are fitted throughout with Electric Light.

* A fully qualified Surgeon is also carried.

* Steamer have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze, Poot, Choo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE, M

Shipping PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMeward PASSENGER SEASON 1910.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMER	Leave	Connecting Steamer	Due	Day
Colombo	Hongkong	from Colombo to	Marine	from
		MARSEILLES & LONDON	(Brindisi)	(London)
STEAMER	Leave	Connecting Steamer	Due	Day
ARGADIA 7000	Feb. 5	MANTUA 11000	March 5	March 11
ASSATE 7000	Feb. 19	CHINA 3000	March 19	March 25
DELTA 9000	March 5	MALWA 11000	April 5	April 11
MAEDONIA 10000	March 19	(Through Steamer)	April 19	April 25
DEVANTA 8000	April 5	MONGOLIA 10000	April 30	May 6
ASSATE 7000	April 19	MARHORA 10000	May 14	May 20
DELTA 9000	April 30	MORSA 11000	May 29	June 5
DELTA 9000	May 14	MOOTAN 10000	June 12	June 18

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.
Fares to London (including Suez):
1st Saloon £21.10 Single £21.10 Return £42.20
2nd " £18.8 " " £18.8 " " £37.6
In addition to the above Mail Steamers the following—
INTERMEDIATE (Non-Express) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMER	Leave	Due
Hongkong	London	
STRIA 6000	January 26	March 13
STRIA 6000	February 9	March 26
STRIA 6000	February 23	April 9
STRIA 6000	March 7	April 23
STRIA 6000	March 21	May 6
STRIA 6000	April 4	May 20
STRIA 6000	April 18	June 3
STRIA 6000	May 2	June 17

These steamers call now at Singapore, Penang, Colombo, and at Marseilles.
Fares to London (including Suez):
1st Saloon £23.0 Single £23.0 Return £46.0
2nd " £19.0 " " £19.0 " £38.0
* Carry 1st and 2nd Saloon Passengers.
For further particulars Apply to
F. A. HEWETT

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI,
KOBE, YOKOHAMA, HONOLULU AND
SALINA CRUZ (Mexico).
s.s. Hongkong Maru - 6000 tons gross Oct. 26th, at noon.
s.s. Manshu Maru - 5000 " Dec. 10th, at noon.
s.s. America Maru - 6000 " Feb. 5th, at noon.
For particulars apply to
K. MATSUDA, Manager.
TOYO KISEN KAISHA, Yokohama Buildings, 334

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIKINI	JAVA	Do.	JAPAN	Do.
TJIPANAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJIBODAS	JAVA	First half of Oct.	JAPAN	First half of Oct.
TJULJAP	JAVA	Do.	SHANGHAI	Do.
TJULWONG	JAVA	Second half of Oct.	JAPAN	Second half of Oct.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Northern-Indian ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
YOK BUILDINGS, 1st Floor.
TELEPHONE No. 379.

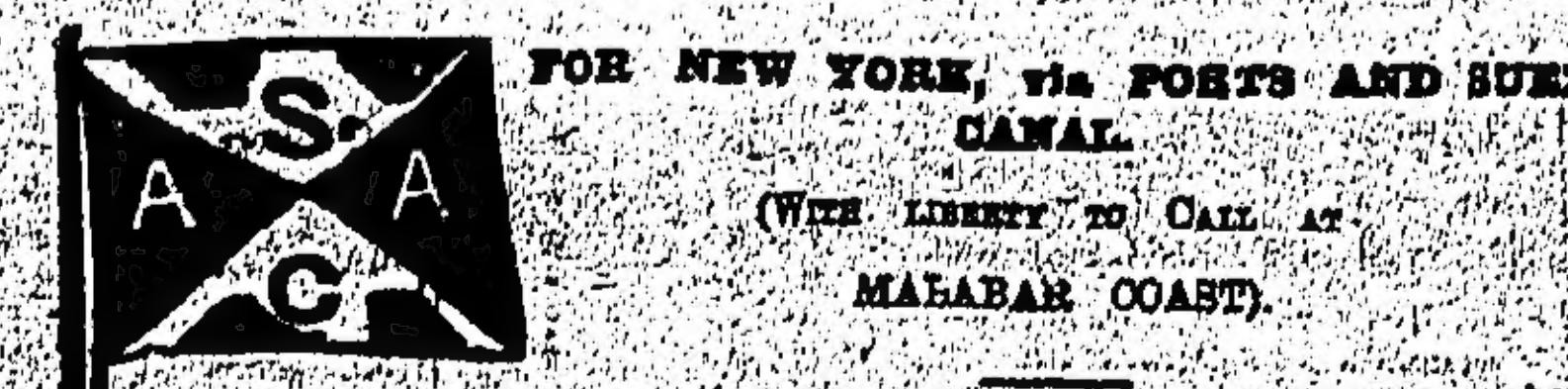
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
KAFIRO	2540	R. Rodger	Manila	SATURDAY, Sept. 11, at Noon.
RUBI	2540	W. R. Almond	Manila	SATURDAY, Sept. 18, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

Hongkong-New York.

AMERICAN-ASIATIC STEAMSHIP COMPANY.



FOR NEW YORK, via PORTS AND SUEZ CANAL.
(WEEKLY SERVICE TO OCEANIC MALABAR COAST).
S.S. INDRA PURA on 17th September, 1909.
For Freight and further information, apply to
SHEWAN, TOMES & CO.
HONGKONG, August 29, 1909.

Shipping PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

S.S. 'MAEDONIA',
10,500 tons,
CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR
MARSEILLES AND LONDON, via BOMBAY.
WILL leave Hongkong on MARCH 19th, 1910, staying
at Bombay 24 hours only and is due to arrive at
MARSEILLES... April 16th.
LONDON... April 26th.
Fares to LONDON—
1st Saloon £21.10 Single £21.10 Return £42.20
2nd " £18.8 " " £18.8 " " £37.6
For further Particulars apply to
E. A. HEWETT, Superintendent.
Hongkong, August 12, 1909.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light and First-
Class Cuisine.
RAIMON For SWATOW, SUNDAY, 12th
Capt. J. W. Evans, Sept. at Noon.
HAICHING For SWATOW, AMOY & FOCHOW, TUESDAY, 14th
Capt. J. W. Evans, Sept. at 2 p.m.
EASTIAN For SWATOW, AMOY & FOCHOW, FRIDAY, 17th
Capt. J. W. Evans, Sept. at 2 p.m.
For the convenience of Passengers, Steamers will arrive at, and
depart from, the Company's Wharf (near Blake Pier).
A reduction of 20 per cent on First-Class Fares to Fochow will
be made during the months of August and September.
For Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.
Hongkong, November 17, 1908.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE.
TO AUSTRALIA.
MAIL SCHEDULE.
(SUBJECT TO MODIFICATION).
STEAMERS FROM AUSTRALIA LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE Sept. 21 10th Sept. at Noon.
EASTERN Oct. 12 13th Oct. at Noon.
ALDENHAM Oct. 12 14th Nov. at Noon.
THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State Rooms have Electric Fans, and only qualified Doctors and Stewards are carried.
For further particulars, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, November 2, 1908.

NAVIGAZIONE GENERALE ITALIANA.
(FIORELLI & EVANGELISTI UNITED COMPANIES).
STEAM FOR BOMBAY.
VIA SINGAPORE AND PENANG.
Having connection with Company's Mail
Steamers to PORT SAID, SUEZ, ALEXANDRIA, LONDON, and GENOA, also
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, IONIAN and SOUTHERN
AMERICAN PORTS, etc., etc.
(Taking Cargo at through rates to PERIM, SUEZ, ALEXANDRIA, ADELAIDE, and MALAGA).
THE Steamship
CAPTAIN A. APRIL
will be despatched as above
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LONDON... April 26th.
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